



THE HIGHWAY



VOLUME 4 — NO. 1

TRENTON, NEW JERSEY

AUGUST, 1945

Suggestion Committee Enlarged By Addition of New Members

Representatives of Construction, Administration and Electrical Divisions to Aid in Evaluation of Ideas

In a move to further increase the efficiency of the Suggestion Committee, Commissioner Miller has appointed Sigvald Johannesson, William Van Breemen, Dorland J. Henderson and Harry Fowler to serve as additional members of that body for a period of one year.

Mr. Johannesson came to the Highway Department on September 8th, 1924 and was for many years associated with the former Jersey City office as designing engineer. It was during this period that the famous Pulaski Skyway was constructed. At present he is serving as Chief, Highway Planning Bureau.

Mr. Van Breeman came to the Department on May 29th, 1928 as a Designing Draftsman. After a brief term in the Trenton Office he went to Fernwood where for many years he has worked on the development of reflecting curb, transverse joints and other advance features of highway construction, as well as conducting experiments of joint fillers, subsoils and associated subjects. His present title is Engineer of Special Assignments.

Mr. Henderson was formerly associated with the Bridge and Maintenance Divisions as Supervisor of Drawbridges at a time when these divisions had charge of drawbridge operation. When the Electrical Division was formed and took over these duties he became a member of that division. He is now Superintendent of Drawbridges and looks back on a length of service dating from February 1st, 1932.

The real veteran of this group from point of service with the Highway Department is Fowler whose employment dates from July 1st, 1919. He has spent his entire tenure with the Construction Division and is the author of several outstanding suggestions. His present title is Resident Engineer.

Resigns from Committee

The constant pressure of other duties, recently increased by such unexpected developments as floods and cloudbursts as well as membership on other committees has necessitated the resignation of Alex W. Muir, Superintendent of Maintenance from the Suggestion Committee. Mr. Muir's wealth of practical experience and logical approach to involved problems makes his place a difficult one to fill.

The other members serving on this Committee are: A. J. Lichtenberg, Chairman; W. Carman Davis, secretary; Willard Emmons, Philip Voss, Fred Claus, Samuel Bullock, Ralph Sherman, Clifford Wear and Eugene V. Connell who serves as an ex-officio member.

This issue of *The Highway* ushers the paper into its fourth year. I wish to take this opportunity to compliment the editors on the splendid job they have done. While I was closely associated with the paper during its early days, it may be of interest to its readers to know that the publication is now entirely in the hands of our employee editors, and I am only consulted now and then as to department policy. I am sure that I speak for the entire department when I thank the editors for the fine work they are doing.

EUGENE V. CONNETT,
Administrative Assistant.

Comm. Miller Reports on New England Trip

Returning recently from a motor trip through New England, Commissioner Miller offers the following interesting comment:

"I have never travelled about America without learning something new. From old friends or new acquaintances, from old skills or new techniques I have always been able to glean some new wisdom."

"My recent automobile trip through New England has been no exception; indeed it has been a unique experience. I went seeking new light on our highway problems in New Jersey and have discovered many new ideas and new methods. In some cases these new ideas represent Yankee ingenuity at its best, such, for example, as the planting of grass seed on steep slopes in Connecticut by the hydraulic process. Then too one recalls the splendid control of road signs and billboards in Vermont, the development of soils mechanics in New Hampshire or the elimination of a majority of the guard rails in Maine. Each of these four States which I inspected in company with their Highway Commissioners have developed practices that are worthy of careful study.

(Continued on Page 4)

Increments To Be Based On Merit

In a letter addressed to all State Departments on May 17, 1945, by Dr. William S. Carpenter, President, Civil Service Commission, and Commissioner Homer C. Zink, of the Department of Taxation and Finance, appears the following:

"Departments, Boards, Commissions and Agencies are advised against continuance of requests for special consideration and approval for further compensation for individual employees. Hereafter . . . **further increments, as prescribed from time to time, will be approved on merit and on the recommendation of departmental authorities.**"

On June 20, 1945, Commissioner Zink addressed a further letter to all departments, in which the following appeared: "Please note that there is reserved to the department head the right to request that salary increments be withheld from any employee for cause."

The above excerpts make it clear that in the future, annual increments will be based upon merit, and this lends additional importance to the new Efficiency Rating System which has now been installed in our department. It can be safely assumed that any employee whose Efficiency Rating is so unsatisfactory as to result in his being placed on probation for the following six months, will not be recommended for an annual increment in salary. This makes it all the more important that Raters and Reviewers exercise the greatest care in rating the employees under their supervision.

Spencer Miller, Jr.

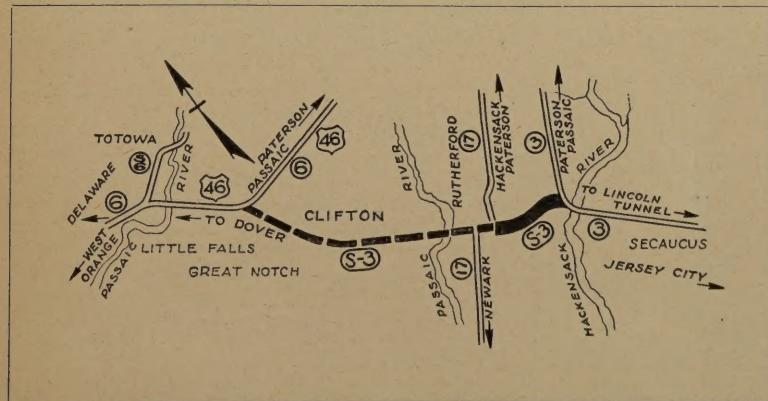
State Highway Commissioner.

CUTTING RIBBON ON RT. S-3



Heavy rain failed to dampen the enthusiasm of officials at the opening of Route S-3. The above photo, taken as the ribbon was cut shows from left to right: Spencer Miller, Jr., State Highway Commissioner; Joseph M. Byrne, Jr., of the Port of New York Authority (holding umbrella); State Senator David Van Alstyne, Jr., of Bergen County and Harry L. Derby, Spokesman for the Public (holding ribbon).

MAP SHOWING COMPLETED SECTION OF ROUTE S-3



BERRY'S CREEK BRIDGE, RT. S-3



Ceremonies Mark Opening of First Section of Rt. S-3

Vitally Needed Artery to Reduce Travel Time

The first section of State Highway S-3 was officially opened to the public on Monday, August 6th. The occasion was marked by impressive ceremonies which were attended by many dignitaries of Bergen, Essex, Hudson and Passaic counties as well as officials of the State Highway Department and representatives of the several construction firms associated with the construction of the project.

The present section of this vitally needed expressway will open to the motorists of the Great Notch area a means of direct access to the Lincoln Tunnel and New York City. The time saving effected by this new route as compared to the more circuitous path winding over local thorofares is estimated at thirty minutes.

When completed Route S-3 will afford motorists of the highly congested Metropolitan area a modern expressway connecting with the recreational areas of North Jersey.

The bridge over Berry's Creek which is located midway along the new section offered some unusual problems in foundation work. The mud bed at this point is between 50 and 0 feet deep and it was necessary to use piles of 120 feet in length to establish stability. These piles were sent from Oregon since none of sufficient length were procurable in the east.

Another factor which entered into the construction of the bridge was the fill subsidence. This caused mud waves which closed existing drainage ditches and resulted in two extra spans added to the bridge to take care of the condition.

Rain mars Ceremonies

The elaborate ceremonies which had been planned for the opening of Route S-3 were marred somewhat by a heavy downpour which persisted throughout the day. The weather was typical of that experienced throughout the month of July and the first week of August.

Among the dignitaries who braved the elements were State Senators David Van Alstyne of Bergen, Roy V. Wright of Essex; Edward J. O'Mara of Hudson, and Charles K. Barton of Passaic as well as many of the Assemblmen from these counties.

The Highway Department was represented by Commissioner Miller, Acting State Highway Engineer C. F. Bedwell, Assistant State Highway Engineer Edward W. Kilpatrick and Bridge Engineer Morris Goodkind.

THE HIGHWAY

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In the Interests of Its Employees

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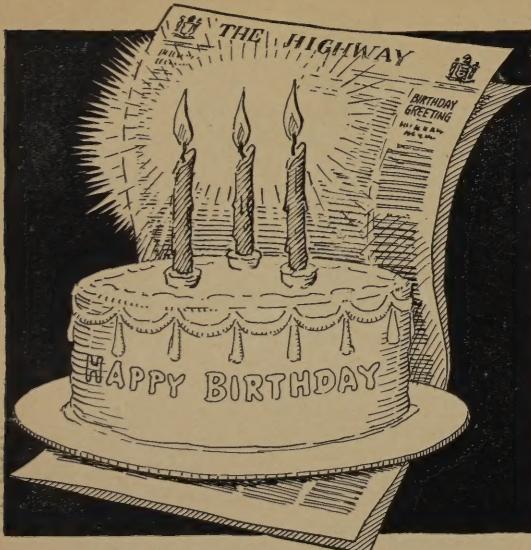
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Three Years Old

This issue marks the start of the fourth year of publication of THE HIGHWAY. As we launch into the coming year it is with a feeling of deep appreciation for the whole-hearted support received from Highway men and women everywhere. Had it not been for this assistance there is every possibility that somewhere along the trail of the last three years, publication might well have been suspended. But your interest and cooperation at every turn has assured those who make department policies, that THE HIGHWAY plays an important part in moulding together into a single unit the many scattered elements of this great Highway Department.

Throughout the thirty-six months of its life your paper has been destined to travel to the far corners of the earth as it followed former Highwaymen to every battleline. It has been read as regularly in Europe, China and the South Pacific as it has in Newark, Trenton and Camden. And thanks to airmail and the funds made available through generous contributions of employees, it has been read almost as soon. Because of this our servicemen have followed the day by day happenings within their department with the same interest as have we at home.

Now that the war is over and several hundred of these men will be returning to their peacetime positions it is hoped that the role of THE HIGHWAY will take on added importance — that it will add further to its usefulness as a co-ordinator of personnel relations. Much of this success will depend, as it has in the past, upon your suggestions and criticism — upon your cooperation. Therefore you are urged to continue to help your contributing editors at every turn. They are doing a fine job and will do an even better one with your assistance.



BRIDGE BRIEFS

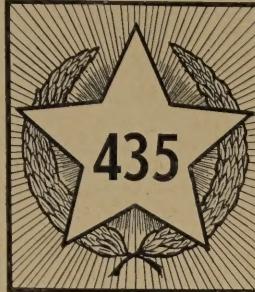
Arthur Lichtenberg

SCHOOL DAYS: During the week of August 6th Mr. W. J. Conley, consulting Engineer for The Lincoln Electric Company conducted a special course in Welding Engineering and Design for field and design forces of the bridge division. Those completing the course include Morris Goodkind, L. C. Petersen, R. B. Titworth, Sven Hedin, M. Lusady, R. E. Simon, W. C. Umberger, C. M. Fox, A. J. Lichtenberg, J. H. Patrick, C. P. Smith, P. Gabrenas, C. D. Weller, G. A. Heffernan, W. H. Spencer, P. H. Burch, C. Appleton, A. H. Stetzer, P. J. McCullough, L. Chatten, J. J. Krieg, H. J. Mueller, Geo. R. Voorhees,

BRIEFS: Chester P. Smith cutting capers in the clouds over the State House Annex. Chester took to the air in a Luscombe plane (accompanied by a pilot) and enjoyed the three-cornered trip from Princeton airport to Trenton to Lakeside . . . Wilbur Spencer well on the road to recovery after two anxious weeks in the hospital, and baffling the diagnosticians for a while . . . L. C. Petersen back from his Maine windjammer cruise and sporting a rich brown coloring in spite of being fog bound for days . . . John M. Everitt reaching in

Edw. D. Coursen, E. W. Koering and J. J. Sheenan.

Highway Honor Roll



News from Our Men In the Service



GEORGE VISOKAY

Word comes from Okinawa that George J. Visokay is plying his trade as blacksmith aboard a baby repair ship where seven days a week he repairs damage wrought to fleet units by Jap Kamikaze planes. George, who is better known to Fernwood associates as "Sacco"—the name he used in the prize ring—recently won praise from his commanding officer, Lt. Cmdr. Shelby N. Davis, who said, "Visokay does an excellent job. He is a good sailor and goes to GQ snappily."

At present George is utilizing his spare time in teaching boxing to shipmates and already is laying plans to keep his hand in the fight game by managing a few fighters after the war. This, of course, would be a spare-time measure, for Sacco has a job at Fernwood that he is looking forward to returning to when peace comes.

from the South Pacific to tell us that he completed an 18 month assignment and promising a visit in the fall.

Some of Uncle Sam's boys, after taking Naples, were looking at the molten lava inside Mt. Vesuvius. One doughboy remarked: "It look's hot as hell."

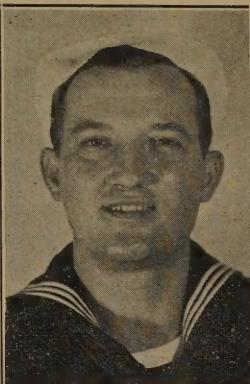
An Englishman mumbled under his breath: "These Americans have been everywhere."

Vacationists: George A. Hefferman forsaking the golf and human form for the racing form . . . Fred C. Dileo bypassing Boston for Browns Mills and having a moist time . . . Frank S. Wilson, retired, enjoying the old haunts at Egypt, Mass. . . . Char. M. Fox fishing and boating at Cranberry Lake . . . R. B. Titworth full of atomic energy after a week at the Delaware Water Gap . . . Mike Furry, Trenton-bound . . . John F. Evans sailing on Hitchcock Lake near Waterbury, Conn. . . . John H. Patrick fishing at Tuckerton and Seaside Park . . . perennial week enders at the shore—P. H. Burch; Sven Hedin and R. E. Simon.

Rationing Help:

Did you know that the folks in Chile overcome the meat shortage by gathering 9" long barnacles and making a barnacle soup said to be the equal of our best clam chowder. . . . John M. Everitt reaching in

HIGHWAY SAILORS



STANLEY STRYCHARZ

A recent office visitor was Stanley Strycharz, Cook 3/c, U.S.N., who formerly worked in the Bridge Painting Crew under Foreman Peter Ehrhart. Stan enlisted in the Navy Seabees on December 18, 1942, and has seen service in the Southern Pacific at Bougainville and the Solomons and just prior to returning on leave, he had been stationed on New Guinea. He spoke glowingly of the close cooperation between the Navy Seabees and the U. S. Marine Corps. There is a bit of family pride in this comment for Stan's younger brother, Ted, is a Lieutenant in the Marine Corps believed to be stationed on Okinawa.



JAMES D'AMATO

A veteran of 32 months in the Navy, 23 of which were spent in the South Pacific aboard an LST returned for a visit recently. He was M/M 2-c James N. D'Amato of the Landscape Division, who before going to war, worked for 12 years with Foreman Jeff Johnson.

During his sojourn in the South Pacific D'Amato took part in the invasions of Bougainville, the Marianas, the Philippines, Okinawa, the Russell Islands, the Marshalls and Saipan. He knows what it is like to be under enemy fire and recalls several exciting moments when Jap suicide planes dove at his LST for near misses.

At the time of D'Amato's visit he was planning on going to New York upon the expiration of his leave for reassignment. Perhaps the termination of hostilities will make it possible for him to rejoin the Department in the near future.

BACK IN U. S. A.

With the redeployment of troops from the European theatre to the Pacific more Highway servicemen are visiting Trenton than formerly. One of the latest to stop in was Pfc. Harry E. Stilwell of the 717th Tank Bn. Before entering the army Harry was a member of the white line gang under Jack Carr, Jr.

Harry's outfit while acting as tank support for the 79th Infantry was the first to cross the Rhine (Dinslaken, Mar. 24th). Sometime prior to that he had the unusual experience of meeting his brother while fighting near Essen. In fact his brother was the only person he encountered while abroad whom he had known prior to the war, although his travels took him to England, France, Belgium, Holland and Germany.

At present Stilwell is in Texas where he went after his 30-day furlough. He is awaiting reassignment.



DORSAY SCHABILE

Another Highwayman who has plunged deep into Germany and seen much of the devastation wrought throughout that country by Allied might is Dorsey Schaible of the Maintenance Division.

Dorsey is a PFC who was attached to Battery B of the 922 Field Artillery Bn., a fighting outfit if there ever was one. Before they were through these GIs had pushed far into Czechoslovakia, although according to Schaible they never encountered any Russian soldiers in their travels, although they knew they were near by.

When interviewed Pvt. Schaible was enjoying a 30-day leave. At that time he was planning on further action in the Pacific, a plan that will have to be revised now.

computing curves by Harry Fowler, Survey and Plans.

COMMISSIONER SPENCER MILLER, Jr., inaugurated the Suggestion Plan in Feb. 1943 and appointed a committee to administer it in Aug. 1943. Since then it has become firmly established as a source of important contributions to increased Departmental efficiency.

Employees seem to welcome the opportunity to contribute their best ideas. The plan provides an incentive for every one who works, to think. In 29 months it has netted 186 suggestions. Sixty of these have been accepted and most of them have been put into practice.

FINAL WORD: Keep swinging with your ideas. If you miss the first time, remember, you might make a home run the next time up.

10 YEAR CLUB'S FIRST ANNUAL OUTING



The above photograph of the first Annual Outing of the Ten Year Club was selected from among the fine collection of pictures which Historian Paul Sefrin has gathered together during the past 13 years. It is up to you to identify many of the familiar faces although due allowance must be made for the encroachments of age.

This year's Annual Outing has been scheduled for Saturday, September 22nd, and will mark the first time that the club has held such an affair in the autumn season. The location selected for this year's outing is Plaag's Grove in the vicinity of Cedar Lane and Olden Ave., Trenton.

The committee in charge of this year's affair is headed by 1st vice-president Eugene Beckner and consists of Tony Kuhn and Earl Storer of the Maintenance Division; Ed McCardell of Administration; George Cubberly of Projects; Bob Simon and John Patrick of Bridge; John Madden of Survey and Plans; William Kirk of Real Estate and Joe Hunt of Electrical.

With the war over it looks as if this committee would be able to arrange for plenty of old time food and refreshments. Another factor which should tend to swell the attendance is the fact that gasoline restrictions are now removed and all you have to say is "fill 'er up."

Tickets for the affair have been priced at \$1.50 and are now available from your regular contact man or from the paymasters or committee. No tickets will be sold after September 15th. This step is deemed necessary in order to prepare bountifully for those who attend. Remember the date SATURDAY, SEPTEMBER 22nd, and get your ticket early.

LABORATORY LINES

Norm Schaller

Herb Diefenderfer has reported back on the job wearing a nice coat of tan and looking fit. The doctor's prescribed rest for Herb after his operation has certainly paid dividends.

Hap Manning was rushed to St. Joseph's hospital in Paterson on Thursday, July 26 for an emergency appendectomy. Last reports state that Hap came through with flying colors and is feeling very good.

Jennie Majeski has left for a two week vacation at Seaside.

Peg Beatty just received her first letter from husband Ed since he left for places unknown. He discloses the fact that his ship was one of those caught in the recent typhoon in the Pacific.

Ralph Sherman, Tom MacRorie and **Bud Wahl** have been spending some time on the Route 24 Phillipsburg job making extensive tests on concrete, comparing plain and air-entraining cements.

Our soils laboratory is very busy analyzing sub base materials gathered from all over the State under the watchful eye of **Jule Smoliga**.

PROJECTS PARAGRAPHS

E. L. MEYER

E. E. Reed is enjoying a well deserved vacation, the first in about fifteen years. He is visiting his son in Ohio and does not expect to return until the middle of August. We hope he's having better weather than we are here.

Frank Harris is looking forward to a vacation soon after Mr. Reed's return.

Captain Jim Ross visited the office recently. It's good to see him back in civilian clothes again.

Paul Davis received a letter from Captain Tom La Bar telling of his transfer to the 1397th Engineers Construction Battalion. His new A.P.O. number is 901, c/o Postmaster, San Francisco.

Tom says that he had dinner one day with Major Bill Paul so that would indicate that Tom is now on Okinawa.

The last day of July, when it had stopped raining for a few hours, the Projects Office force held a picnic at Sullivan's Grove, Washington Crossing, to try out **Johnny Houman's** new grill.

The hot dogs were so good and the folks had so much fun that another affair is being planned for late in September.

Administration Division

Arthur Egan

Lt. Edward McCardell, Jr., a Marine Officer is visiting his parents, Paymaster and Mr. **Edward McCardell**. Lt. McCardell has just returned from an extensive tour of duty in the Pacific.

John Egan attended the opening of Joan Robert's new operetta "Marinka." John reports the show to be excellent and his favorite actress to be superb.

Claire Lacconi strolling on the Boardwalk at Atlantic City was surprised to hear **Dave Rodman's** famous "Bootsy-Boo." Sure enough it was David enjoying a week end at the shore.

Ken Rice and **Cy Card** are joining their families at Shop Bottom to spend their vacations.

From Sheppard Field, Texas, Pvt. **Bob Fleming** writes of the terrific heat and the vigorous Basic Training course. Bob's grandfather Edward Fleming of Lambertville passed away recently. To Bob we extend our sincere sympathy.

A commuter in the office passes this along. "We were riding to New York on the train the other day. There was a young captain of the 9th Air Force standing in the aisle reading a letter. He bought a sandwich and a bottle of milk from the vendor and continued to read. Very dexterous, he was too, handling all three like the controls of a Thunderbolt. In a little while the conductor passed thru the car collecting tickets. He stopped in front of the captain. The captain looked down at the letter, the sandwich, and the bottle of milk, and gestured helplessly.

The conductor, sizing the situation up in a glance, reached over and took the bottle of milk from him. The captain, with one hand free, dug in his pocket and brought out a jumbled packet of bills. The conductor, with the bottle in one hand, sifted thru the bills and found the ticket. He had still to punch it and to do that he needed the use of both hands. A passenger noting the predicament took the bottle of milk from the conductor who punched the ticket, returned it to the packet of bills which the captain held in his hand. The captain put them in his pocket. The passenger gave the bottle back to the conductor who in turn, gave it to the captain. The captain, conductor and the passenger all nodded affably the captain saluting them with a wave of the bottle.

Chatter: Otto Peterson is receiving his discharge from the navy and after a rest from the rigorous Pacific campaign expects to return to the Department . . . The welcome mat is spread for **Dorothy Hunt** who joins the Key Punch Operators in the Cost Department. **Marilyn Siddall** is spending her vacation in North Jersey . . . **Helen Csanyi** of the Gene Palmer's Office is spending her vacation at Wildwood . . . **Frank Torkewitz** is also vacationing at his summer home in Wildwood . . . **Frank Dunn** was at

STATE OF NEW JERSEY CIVIL SERVICE COMMISSION TRENTON

July 2, 1945

TO THE HEADS OF ALL STATE DEPARTMENTS, BOARDS, COMMISSIONS, INSTITUTIONS AND AGENCIES:

The Civil Service Commission on February 28, 1945 recited the classification adjustments whereby employees were to hold earned titles although they might not necessarily be moved into the new pay scales attached to those titles. This regulation was based upon an agreement between the Civil Service Commission and Senator Haydn Proctor, chairman of the legislative commission which directed the reclassification.

With the exceptions indicated, the following regulations will govern:

1. Titles earned through promotional examination will be retained, but the salary schedule carried in each such case will be upon the basis of the duties performed.
2. All persons carrying titles above the class to which their own or comparable duties are allocated will not be advanced to the higher salary schedules attaching to their titles until their duties and assignments are changed and upon a clear affirmative case warranting advancement. In all such cases final decision will rest with the President of the Civil Service Commission.
3. All persons holding titles as indicated in Regulation 1 above, and who by reason of their present assignment are not now eligible for the new salary schedule attaching to such titles, will receive the stated increments of the salary range to which they are allocated as funds become available.

The records of the Civil Service Commission will carry the correct titles earned through promotional examination. Employees who have not been moved into the higher salary schedules attaching to their titles are indicated appropriately on these records. That is to say, employees who hold earned titles but who have not been moved into the new pay scales attaching to these titles will be indicated by a star (*). Departmental payrolls and other personnel records should be promptly brought to conform to the records in the Civil Service Commission.

Very truly yours,
THE CIVIL SERVICE COMMISSION
William S. Carpenter, President.

EQUIPMENT ITEMS

JAMES O'Rourke

parents. His ship was hit by a Jap suicide plane but was able to make the Pacific Coast for repairs. Mr. and Mrs. Marion Blakely on the celebration of their Silver Wedding anniversary which occurred Tuesday, August 7th.

Frank DeBiase, Guard at Fernwood has purchased himself a new home on Tyler Street in Trenton. After many renovations, the War Production Board approving, he will then be kept busy with the many odd jobs that take up so much of a property owner's spare time.

Clark Reed one of the Highway Dept. veterans succumbed of a heart attack at the home of his son in Seaside Heights on July 20th. Clark was an employee of the Purchase and Stores Division but for many years previous, had been a Paymaster of Maintenance and Equipment Division Road men. He is survived by his wife Mrs. Ella Reed, 3 sons, 2 daughters and 5 grandchildren.

Staff Sergeant Joe Murray has received his discharge from the Army and is back at work at his old job of Carburetion and Ignition mechanic at Fernwood. Joe is one who had plenty of points to spare and we extend to him a warm welcome.

Congratulations are extended to Point Pleasant for a week of his vacation . . . **Evelyn Maley** and her mother are spending a week at Atlantic City . . . **Jim Corle** enjoyed a week's vacation . . . **Ed. McElroy's** son, Bill, a radio operator on an aircraft carrier has returned to his ship after a furlough with his

On Wednesday evening, August 1st at the Locust Cafe in Trenton the Fernwood Employees tendered a chicken and spaghetti dinner to **Grover Rhodes**, mechanic and **Larry Gore** Assistant Storekeeper at Fernwood. The occasion honored their completion of 25 years service with the Dept. Gifts were presented to both men and Music and Refreshments helped to make the evening an enjoyable one. **Art Nelson, Al Rust** and **John Rockford** arranged the affair very creditably.

On Thursday, August 2nd at St. Aloysius Church in Jersey City, **Eddie Artesere**, Mechanic at our Newark Garage was married to Miss Ruth Marie Paladean also of Jersey City. The ceremony was followed by a wedding breakfast in the La Perroquet Suite of the Waldorf Astoria Hotel in New York City after which the happy couple left for a honeymoon through the New England States and Canada. We extend to this happy couple our best wishes for a long and happily married life.

Maintenance Notes

GENE BECKNER

Pfc. James R. Moetz, son of Fred A. Moetz, 30 Ford Avenue, Milltown, has been awarded the Bronze Star for meritorious service in the European theatre. Fred works in the maintenance crew under Foreman Joseph Smith. Another of Fred's sons, George Moetz, S1/c, died at sea on the U.S.S. Juneau in the battle of Guadalcanal.

Danny Radice, who does a fine job covering the second sack for the Trenton Schroths Baseball Team, State American Legion Champions, is the son of none other than Johnny Radice, who works in Foreman Pete Ehrhart's bridge painting crew.

Latest of this Division's employees to return to duty from the Armed Forces is Melvin Septor, of Lakehurst, who reported for work in the crew of Foreman William Miller on August 1st. Melvin was inducted into the Army on May 2, 1942, and after six months' training in this country was sent overseas to the South Pacific in October, 1942. He saw service at various locations in this theatre, including Guadalcanal and the Solomons as an anti-tank guncrewman. He arrived back in the States on May 11th and was released from the service on May 2th. It's a pleasure to welcome him back.

Another of our employees who has been released from the service but who has not yet returned to duty is Howard Hoagland, of Belmar, formerly employed in the maintenance crew now under Foreman John Rankin. Howard was one of the first employees of this Division to enter the service way back on September 1, 1940. After training in this country he went overseas with the 324th Inf. of New Jersey's 44th Division. He saw service with the 44th through France, Germany and Austria, and at the time of his discharge held the rating of M/Sgt.—Truck Master.

Foreman Joe Henry came over the hill on Route No. 26 at Bakers Basin one day recently and thought he had suddenly dropped "Deep in the Heart of Texas." Some cows had broken through a fence and were out on the highway, and who should he find driving herd on them but Adam Mather, Patsy Rimo, Paul Sine and George Smith, of the Equipment Division and John Fitzpatrick, of the Maintenance Division. Joe says all of the boys exhibited an uncanny ability as cowboys. Get along little doggie!

Foreman Bill Pinkerton, of Belmar, recently gave his 11th pint of blood to the Red Cross. A record to be proud of. If there are any others in the Division who can match this or even come near to it, we would be interested to hear from them.

Ollie Deakin Lt. U.S.N.R., writes from Panama informing us of a correction in the address given in our last issue. The correct address: Navy 122, Box 7, c/o F.P.O., New York, N.Y. In an interesting letter to Bob Green, Ollie tells us a little about things down Panama way.

Jim Trought, of Foreman Fred Yannut's crew, has been confined to his home with an attack of acute neuritis. Here's hoping that with a little less damp weather his ailment will improve enough to let him return to work.

Robert Moore, who works for Foreman Wilmer Duncan down around Paulsboro, has returned to work after having been incapacitated as the result of an accident on the job.

Paul Ljutich, of the Trenton office, has been taking his vacation a day or so at a time on fishing expeditions. So ar he reports typical fishermen's luck—wet and hungry.

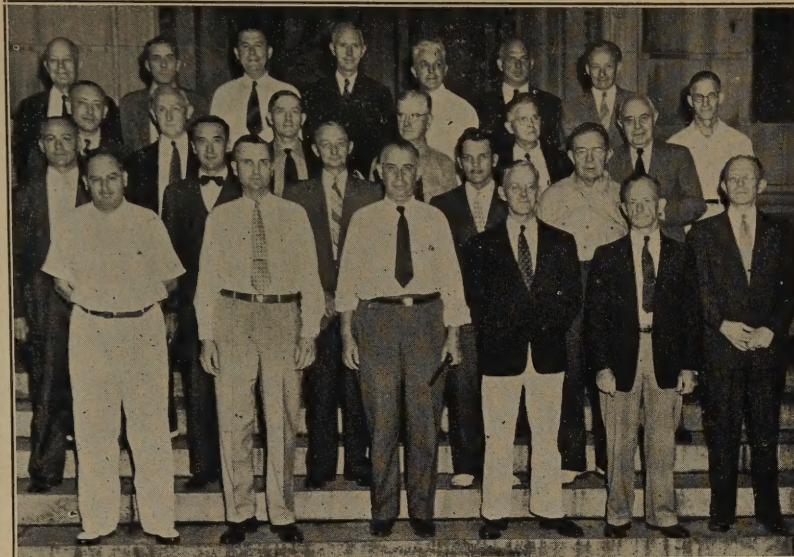
Comm. Miller Reports on New England Trip

(Continued from Page 1)

While one must always make allowances for differences in climate, traffic density and the adequacy of existing transportation facilities, highway problems the country round are similar in many respects.

"Two conclusions were reinforced by this trip, namely, that

BRIDGE DIVISION WELDING CLASS



Shown here are the office and field members of the Bridge Division who recently completed a course in welding. From left to right they are, front row: George Voorhees, W. J. Conley, consulting engineer for the Lincoln Electric Company, who conducted the course, Morris Goodkind, Arthur Stetser, Charles Fox, William Umberger. Second row: R. E. Simon, Wilber Spencer, John Patrick, Paul Gabrenas, Patrick McCullough. Third row: Marcel Ludasy, P. H. Burch, Curtis Weller, J. J. Krieg, E. D. Coursen, R. B. Titsworth. Back row: Chester Appleton, J. J. Sheenan, George Hefferman, L. C. Petersen, Leon Chatten, Sven Hedin and A. J. Lichtenberg.

*Your M. C.
presents—
THE LADIES...
Bless Them*

The success of our top-most comedians has been attributed to an ability to laugh at their own expense. If the following bit of verse was designed to evoke laughter at the expense of THE LADIES (bless us all) then we propose to beat the male of the species to the punch.

We see it every morning,
It happens every day,
A double file of female clerks
Meander on their way.

The thing that puzzles all the men
And gives the boss grey hairs—
When the girls go to the powder room

They always go in pairs.

Perhaps the trip is long and rough,
The hall is dark and lonely,
But two by two they always go
To the room marked "Ladies Only."

The poor boss stand and tears his hair,
He's simply torn with grief;
The day's production goes to h—l,
While the girls go on relief.

At two o'clock each afternoon,
The march begins once more;
What goes on in that front room,
That cannot wait till four?

The only way that I can see
To make production boom,
Is to move the whole d--- office
Into the Ladies' Room.

—ANON.

Should there be those who need evidence of the fact that our ladies are capable of serious and worthy contributions to the Department, then a far cry from a laughing matter are the suggestions submitted to the Suggestion Box by Anne Spector and Dolores Sica. To Do-

we in New Jersey must push forward vigorously our parkway program if we are to keep up with the trend of the times and, secondly, that we must without delay add a soils engineer to our staff to meet our construction problems intelligently in the days ahead.

"I return to New Jersey also with appreciation for the splendid highway system which has been constructed in our own State over the past quarter of a century and more."

lores, now with the Department of Economic Development, we are responsible for the newly printed reference note on letterheads which facilitates the routing of mail. Anne's idea took form in the adoption of the duplex envelope which has proven beneficial in that first class mail may be sent along with printed matter.

Supplementing our ever-increasing staff of "gals" are Edith Toth, Construction Division, Dorothy Hunt and Mrs. Nancy Tallon, newly assigned to the Administration Division. The welcome mat is out for you, girls.

The title of A-1 pinch-hitter goes to Mary Massorotti who has been circulating from desk to desk during the vacation season. Grace Moore has also done a commendable job at Helen Tallon's desk during her absence. Very nice going!

Dorothy Hudak and Madge Kiernan are two more girls made happy with the return of their husbands. Madge is sojourning in Connecticut for a few months while her husband awaits reassignment to overseas.

Our vacationists this month are LaRaine Birch, Betty Levie, who have returned from Pt. Pleasant; Marion O'Hara, whose preference is Cape May. Eileen Logan took in an extra bit of "showing" in New York, while Mabel Beans spent a week touring Canada.

It's good to have Mildred Friedman off the sic' list and back with us again.

"Shoo-shoo, baby—don't cry baby—your daddy's off to the seven seas"—but we hope it won't be too long before your proud parents are reunited and can watch over you together. The color: blue; the date: Sunday, July 29th; and do we all know the mother? . . . Leah Jaekels! Congratulations to you and Fred both, Leah, on the birth of your son.

Anne Ludwig took formal leave of her co-workers at a luncheon held for her at the Hotel Hildebrand on July 2th. Her hostesses, Anne O'Connor, Helen Disbrow, Mildred Friedman, Evelyn Maley, Marilyn Siddall, Dorothy Hunt, Eileen Logan and Mary Cunningham presented Anne with a fare-well gift from the office.

We're sorry to hear that Margaret H. Durning of the Newark office is ill and wish her a speedy recovery.

Florence King entertained Cora Ticknor, formerly of the Projects Division, Ethel Weiss, of the Construction Division, and Mary Chamberlain, of the Newark Office, on Thursday, August 9th.

Construction Comments

Fred C. Claus

PLEASANTVILLE OFFICE

Leland Buzby

J. Arthur Best was recently mustered out of the Army Air Force and resumed employment with the Department on July 2nd. His readjustments to the rigors of an unregimented life (red points and such) required a very brief period of time and he now affixes, his signature to all correspondence as J. A. Best, Civilian. Welcome back, Arthur!

Frank Carfago, Designing Highway Engineer, was recently sworn into office as a member of the Price Panel of the War Price and Rationing Board at Ocean City.

C. M. Somers reported for duty one morning recently bearing sun-dry lacerations upon his visage. Persistent questioning failed to disclose the nature of the encounter from which the injuries resulted, but on that particular morning, Cliff treated the office force to hot buns. Was this a "hush" offering, Cliff?

John Beckley is very reticent in all matters, but his prowess as a fisherman is well-known and it can do no harm to divulge that he recently returned from an excursion on Absecon Bay with a catch of 42. No red point trouble there, John!

To others his situation might be cause for mirth, but to Ed. Baud its no laughing matter. Ed, in case you didn't know, bought a house in Pleasantville some time ago intending to move into it immediately. But, alas, the housing shortage is such here that the present tenants could not move because the house they had bought was still occupied, etc. The upshot of it all is that Ed's house will not be vacated until about the middle of August.

Ed Evans and Lew Lake are both engaged in major alteration at their homes in Tuckahoe and Pleasantville, respectively. We think they both can qualify in almost any of the manual arts, including plumbing, carpentry, electrical work, etc. Don't hook up the wrong pipes, boys. Lew has a recent addition to his already large family of pets; 200 day old chicks. Got enough now?

George Gillette, son of Eugene M. Gillette, was recently commissioned an Ensign in the U. S. Naval

ELECTRICAL FLASHES

John Kilpatrick

Quite a bit of excitement ensued when Joe Hunt's girl "Friday," Dorothy Hudak, welcomed home her husband from Europe after an absence of 17 months. Dorothy is expected to return about the 20th of this month.

The boys at Bldg. No. 20 in Fernwood received an interesting note from Henry K. Johnson now in the Pacific area. Hank told of a chance meeting with George (Mac) McGinnis, now a petty officer on military leave from the Electrical Division, which goes to prove that it isn't such a big world after all.

The Alcaid Wright Sr.s, seem to have a hand in the lend-lease program. They're anxiously awaiting a cable from England announcing the marriage of Alcaid, Jr., to Miss Elsie Harle of Suffolk, England. Congratulations.

It is with deep regret that we announce the tragic death of Obie Hurley, Bridge Operator on the Rt. 44 Woodbury Creek Bridge. Among the pall bearers were: Dan Glendinning, Frank Shuster, John Deter, Tom Harris, and Fred Tull.

It's always a pleasure to welcome a returning serviceman, the serviceman in this case being, Benjamin Newman, lately of the Maritime Service. Ben will be remembered as a Bridge Operator, and we're happy to have him back with the Division.

I know H. D. Cramer's fellow-employees will be happy to learn that he is recuperating very nicely via the Atlantic City Hospital.

Here's a news flash that just bounced over the wires. Lorraine (Junior to you) Bannerman is expecting that one and only within a few days. He's been gone over two years, and from the looks of things a lot of lost time is going to be made up.

Chet Anderson of the home office has taken himself off to the woods. Haven't heard a word from him since leaving on his vacation. Hope he's enjoying the scenery.

During the past few weeks Grace Moore, a permanent party member, has been taking over Helen Tallon's duties in Sigvald Johanneson's office. Helen welcomed her husband home a few weeks ago and is now on leave of absence.

Reginald K. Bowen, Chief Electrical Field Assistant of Port Republic resigned as of August 1 this year. Reg was employed by the Highway Department for the past 10 years, and tendered his resignation in order to engage in private enterprise. We wish him luck in his new adventure.

Sorry to hear that Angelo Manze has been ill. Here's wishing him a speedy recovery.

Birthday Congratulations for the month of August are in order for: Dominick Dentino, John Budd, Ernest Brendel, Everett Boulton, Lorentz Archer, Joseph Allen, Sr., George B. Johnson, Andrew Hayes, James A. Giberson, William Rasmussen, Joseph A. Powell, Ralph H. Picht, John McDevitt, Angelo Manze, Andrew B. Leaver, Alcaid Wright, Sr., Stephen I. Stevens, Herman Silverman, Charles J. Sherman, Angelo Schafer, Charles Savastano, Oscar J. E. Sampson, Thomas Ryan and Armin Schelter of the United States Maritime Service.

Reserve, and has just reported for duty somewhere on the West Coast.

Edgar Corson reports that dental practice has made such rapid strides that, in his case, it can now be truthfully described as painless. Edgar recently had seven teeth extracted, and avers that he felt not even the slightest twinge of pain. However, lest the writer be accused of mendacity, he hastens to add that these teeth were all firmly affixed to a plate, except one, and were removed to make an emergency repair.